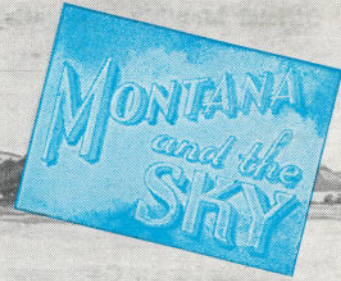


MONTANA AERONAUTICS COMMISSION



Volume 19—No. 11

November, 1968

GALLATIN FIELD DEDICATES RUNWAY EXTENSION AND JET SERVICE COMMENCES

By James H Monger

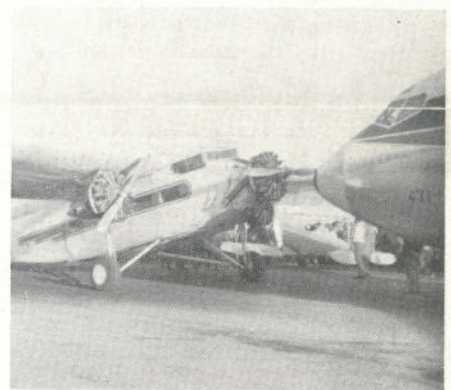


The Gallatin County Sheriff's Mounted Posse taking a close look at the huge 727 jet.

Sunday afternoon, October 27th, was the big day at Gallatin Field near Bozeman when Northwest Airlines inaugurated jet service by starting Flights 71 and 72 into Gallatin Field with Boeing 727 aircraft. That day was chosen to dedicate the new 2500 foot runway extension project which now gives Gallatin Field a total of

9000 feet, which is the longest commercial runway in Montana.

An aerobatic show was performed by Al Newby in his Great Lakes trainer and another point of interest was the Ford tri-motor owned by Johnson Flying Service and flown by Jack Hughes into Gallatin Field and placed nose to nose with the 727 indi-



Contrast: Johnson Flying Service's Ford Tri-Motor parked nose-to-nose with Northwest's 727 Jet.

cating the 30 years of air progress.

Ed Sedivy, City Commissioner, directed a volunteer band which entertained the audience during the proceedings. Their welcome to the flight was the popular "Up, Up and Away."

The Bozeman Chapter of the 99's contributed to the event by serving coffee and donuts in the Terminal Lobby.

The main address for the dedication was given by Mr. Benjamin Griggs, Jr., Vice President of Operations for Northwest Airlines. Other speakers and dignitaries on the platform were Dean Chaffin, first Airport Board Chairman; John Buttleman, Chairman

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Box 1698

Helena, Montana 59601

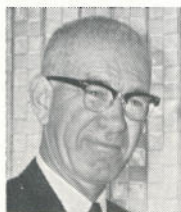
Tim Babcock, Governor

Charles A. Lynch, Director

E. B. (Ted) Cogswell, Chairman
Clarence R. Anthony, Vice-Chairman
Robert H. Howe, Secretary
Carl W. (Bill) Bell, Member
Gordon R. Hickman, Member
Walter Hope, Member
Jack R. Hughes, Member



Director's Column



By Charles A. Lynch

LONG RANGE PLANNING

With the crush of engineering programming and program development, we seldom stop to give credit and realize the very excellent job of long-range planning that is being activated and carried out by numerous airport boards of our various air carrier cities here in the State of Montana.

It is well at this point to clearly outline the great basic difference between long-range planning as it applies to a comprehensive state economic plan, and long-range planning as it applies to airport facilities development.

In the normal process of planning, it is very frequently the policy of the planners to project to the extent of thirty or possibly forty years in attempting to establish the really long-range phase of their comprehensive plan. However, due to the extreme rate of speed in technological advancement and change in air carrier aircraft design in this day and age, an airport board or commission is limited to a practical period of from 12 to 15 years, unless they enter the vague realm of trying to outguess air-

craft design engineers.

The greatest break, however, that airport boards or commissions can get in this day and age in their long-range planning, is of course to be served by a particular aircraft model which has all the earmarks of becoming a real long-life design.

Such was the case during the 40's and 50's of the Douglas DC3 with which we are familiar, and very thankfully now, appears to be the case with the Boeing 727 which is looked on by the trunk carriers and pilot crews alike as being a real "honey" as far as air carrier equipment and operations are concerned, and is therefore, destined for a much longer than normal useful life in the industry.

However, the speed at which new designs are developed in this day and age gives little or no flexibility whatsoever in the requirements for fast action on the part of an airport board or commission to prepare their airport runways and facilities at local level to accommodate new designs.

Let's, just for example, take a look at two recent Boeing models which have been introduced into the industry.

The new Boeing 737 was first announced by Boeing to the general public as a design which would be developed for air carrier use on February 20, 1965. Roll-out of the first production model was completed on January 17, 1967, just 23 months later. Final flight testing and refinement was completed and the aircraft entered commercial operations through one of the major trunk carriers on February 10, 1968, thirteen months after roll-out, and a total of 36 months from the initial announcement.

In the case of the giant Boeing 747, public announcement as to the design and the intent of the company to manufacture was made on April 13, 1966. Roll-out was affected on September 30, 1968, a total of 29 months later. The design will enter the commercial transportation field in December, 1969, 15 months after rollout, and a total of 44 months after the initial announcement. On either model as it applies to our northern tier states in the nation, the period of time from announcement to in-service operations, involved only three construction seasons in appraising the calendar from the airport boards' or commissions' point of view.

This, then, is the problem. On the

announcement of a new model the airport board or commission is faced with the lack of knowledge as to which carriers will ultimately purchase and fly this particular model, and to which routes of that carrier's entire system this particular model will be assigned. This is an important element of information that comes to the airport board some considerable time after the initial model announcement of the aircraft.

Potentially, the time lag in firming this type of information can consume anything from six months to a year before it is well established which carrier will put the model into service, and which routes of that carrier system will receive the benefits of this new model and at this point, then, the airport board or commission has possibly only two construction seasons left by which to act in their long-range planning, or wake up to the realization some morning that this new model is sitting on their ramp at their door waiting to serve the area, or if the area is not prepared through adequate airport facilities, it has just flown over.

Time-wise, three construction seasons are a bare minimum of time required to do an adequate engineering design study for airport development, to go through the process of developing the sponsor's share of the funds at local level, and thirdly then, to qualify under the Federal Aid to Airport Program of the FAA by which 53.01% of the funds are available in grant form from the federal government.

From this, then, it is quite easy to see that in too many instances today airport boards are faced with the extreme hardship of being "already late" upon the initial announcement of a new jet design by a major manufacturer in the air transportation industry on the day when such an announcement is made.

The operators of the larger airports serve the major air carriers in this air transportation industry which is so vital to our social and economic development. I frankly feel that our various airport boards and commissions within the State of Montana have done an outstanding job.

The pilot, a former Boy Scout, told his passengers, "I am trustworthy, loyal, helpful, courteous, kind, obedient, cheerful, thrifty, brave, clean and—Lost!"

Continued From Page 1

of the Airport Board; Charles Lynch, Director, Montana Aeronautics Commission; Ed Iverson, Airport Manager; Bill Johnstone, Vice President, Montana State University; Bob Howe, MAC, and Billings Northwest Station Manager and Bozeman Station Manager 15 years ago; Jim Taylor, Master of Ceremonies and Chairman of the Aviation Committee, Chamber of Commerce; Otto Hammerlund, Northwest Bozeman station manager; and Bruce Vanica, Sales Representative, Northwest Airlines, Billings.



A portion of the 3,000 persons attending the Dedication are shown under the wings of the 727. (The Bridger Mountains are visible in the background.)

FEDERAL AVIATION ADMINISTRATION ITINERARY LISTING



Airport	Nov.	Dec.
Culbertson	-----	4
Glasgow	13	-----
Glendive	21	-----
Lewistown	-----	18
Miles City	-----	19
Sidney	20	-----
Great Falls	7	5
Missoula	21	19

NOTE: Provisions have been made to give private, commercial and flight instructor and instrument written examinations **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations:

Bozeman	Lewistown
Butte	Livingston
Gut Bank	Miles City
Dillon	Missoula
Great Falls	

Trust men and they will be true to you; treat them greatly and they will show themselves to be great.



Ben Griggs, Jr., Northwest Airlines, speaks at the Dedication. Seated left to right, Dean Chaffin, John Buttleman, Bruce Vanica and Bob Howe.



MC Jim Taylor, Bozeman Chamber of Commerce, at the mike draws the attention of John Buttleman, Ed Iverson and seated to the right, MAC Director Charles Lynch.

STATISTICS

Will your first accident be your last day alive?

61/37
65/22
78/18
69/18
49/15

	Accident Total	Fatalities
1964 Total	61	37
1965 Total	65	22
1966 Total	78	18
1967 Total	69	18
1968 To-Date	49	15

One ingredient in experimental lubricants developed for use in space-craft costs \$1,600 a gallon.

PILOTS & AIRCRAFT OWNERS NOTE REGISTRATION CUT-OFF DATE

DECEMBER 1, 1968 will be the cut-off date for 1968 aircraft registration and 1968 pilot registration. All aircraft registration and pilot registration received after December 1 will be held for 1969 registration. 1969 registration will commence on January 1, 1969.



CALENDAR

November 11, Great Falls—Monthly Meeting—Great Falls Hangar of the Montana Pilots Association.

November 14-15 & 16, Tucson, Arizona—Aviation Airports Conference.

November 15 & 16, Banff, Alberta, Canada—Alberta Aviation Council.

November 20 & 21, Helena—Montana Aeronautics Commission's Monthly Meeting.

December 1, 1968—Cut off date for 1968 Aircraft Registration and 1968 Pilot Registration.

December 3-5, 1968, Oklahoma City, Oklahoma—FAA's Fourth Annual International Maintenance Symposium. Headquarters Skirvin Hotel.

December 9-13, Hollywood, Florida—National Aviation Trades Association-National Air Taxi Conference Annual Meeting. Headquarters Diplomat Hotel.

December 16-18, Columbus, Ohio—Flight Instructor Revalidation Course. Held at the Ohio State University, Department of Aviation. Contact: Short Course Coordinator, Department of Aviation, Ohio State University, Box 3022, Columbus, Ohio 43210.

December 31, 1968—Deadline for the Sixth Aviation Mechanic Safety Award entries.

The streamlining that resulted from adding a cowling over aircraft engines in the 1920's increased speeds as much as 15 per cent.

A jet airliner cruises at about the same speed as a .45 caliber bullet.

No man built a reputation on what he was going to do.

AIRPORT NOTES



By James H. Monger
Assistant Director, Airports

Havre VOR—The state-owned VOR located on the Havre Airport is now in full use as a navigational aid for VFR. The frequency of this unit is 111.8 and the FAA expects that it will be commissioned as an IFR aid starting approximately December 11.

Rocky Boy — The Havre City-County Airport Board has requested that the Airport Division of the Aeronautics Commission make a site investigation for an airstrip near the town of Rocky Boy. The airstrip would serve the community and Indian Reservation as well as recreation and small industries in the area.

Airport Directory Information — All Airport managers, fixed base operators or Airport Board members are urged to assist the Airport Division with our revisions for the 1969 Airport Directory for Montana. Revisions of each airport layout sheet are now on the drawing board and any alterations, corrections, additions or suggestions for the 1969 Directory will be welcomed. This information should be sent in within the next two weeks. Help us keep the Directory accurate.

Fairview — A fencing project is now under way at the location for the new General Aviation Utility Airport at Fairview in Richland County. The new airport will be located south of State Highway No. 201, just west of the town. The Fairview Airport will be constructed in stages with the first stage being the fencing project, obstruction removal, land acquisition and other minor items. The runway construction project will not be started until funds are available at some future date. In the meantime the local Airport Board has made arrangements to have a temporary runway bladed through the use of local contractor's equipment and some county equipment. The airstrip will not be opened for traffic until the power line on the easterly end is

relocated. Pilots will be notified when the airstrip is opened for traffic.

Philipsburg — The local, State and Federal aid airport project at Philipsburg has been closed down for the season. Construction will again resume in the spring as soon as weather permits. The only work completed thus far has been drainage ditch excavation. The airport is not usable or open.

Great Falls — The City Airport Commission at Great Falls has submitted an application to the Aeronautics Commission for a \$70,000 airport improvement loan for a project on the Great Falls International Airport. The loan would be used to assist in financing of land acquisition for the extension of the instrument runway 16/34. Also planned is the reconstruction of the main apron area. The loan will be acted upon by the Aeronautics Commission at their quarterly review of loan applications which will take place during the December meeting.

Current Projects — A 1300 foot runway extension project has recently been completed at BUTTE. This now makes a total runway length of 8000 feet for Runway 15/33 on the Silver Bow County Airport. The new runway construction project at BIG TIMBER is closed down for the winter months. Paving will take place next spring as soon as weather permits. The airport is open for traffic.

The new Dawson Community Airport near GLENDIVE is rapidly nearing completion and paving will take place yet this year, weather permitting.

Valier — A preliminary engineering study for the Valier Airport in Pondera County has recently been completed. The study indicates that the redevelopment should consist of paving the main East/West runway and a stub taxiway and aircraft parking apron, along with other appurtenant work. The estimated project cost is approximately \$100,000 and it is expected that the Pondera County Airport Board will be requesting financial aid from the State and Federal government for the necessary construction on this general aviation airport.

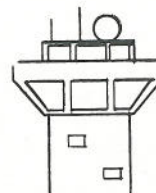
APOLLO VII TOPS SOVIET PAYLOAD RECORD:

Astronauts Walter Schirra, Ron Cunningham, and Donn Eisele in Apollo VII have established an absolute world record for Greatest Payload Carried into Orbit. This record was held by Soviet Cosmonaut V. M. Komanov established in Voskhod I on 12-13 October 1964. Voskhod I had a Payload of 11,728 pounds. The Payload carried by Apollo VII, including the command and service modules, totals approximately 32,500 pounds. The record could not be claimed until the spacecraft had made a safe return.

Schirra and his crew also bettered the precision landing record held by U.S. Astronauts John Young and Michael Collins in Gemini 10, who, splashed down 3.85 miles from the predesignated target. Although it first appeared that Apollo missed the target by 17 or 18 miles, it was later determined that the target declared just before the last orbit was missed by only 0.33 miles. One of the requirements of the world record code for Precision Landing is that the Astronauts declare the exact point of their intended landing prior to entering the last orbit before splashdown.

Both the above records were sanctioned by the National Aeronautic Association, which represents in the United States the Federation Aeronautique Internationale, the world body for all official aviation and space records. Official NAA timers monitored the entire flight of Apollo VII at Cape Kennedy, the Manned Spacecraft Center, and aboard the carrier Essex.

Apollo VII staying aloft for approximately 10 days, 20 hours, and 8 minutes fell short of the duration record of 13 days, 18 hours, 35 minutes set by Frank Borman and James A. Lovell in Gemini 7, December, 1965.



TOWER OPERATIONS

SEPTEMBER, 1968

	Total Operations	Instrument Operations
Billings	13,424	1,803
Great Falls	10,049	1,624
Missoula	7,984	583
Helena	4,045	475

FLYING FARMERS RE-ELECT OFFICERS AND NAME QUEEN AND FARMER OF THE YEAR

The 22nd Annual Convention of the Montana Flying Farmers and Ranchers was held in Great Falls, October 4 and 5 with headquarters at the Holiday Inn. Beautiful weather made it great for those flying-in, however, with a delayed harvest in some areas the good weather kept a number of members from being able to attend.

Friday

Fly-In day, registration, Directors meeting and a fun Get Acquainted Party.

Saturday

Breakfast—Welcome by Great Falls Mayor John McLaughlin — business sessions and election of officers. Featured guest was International Flying Farmers and Ranchers Queen, Phillis Drake. Mr. Charles Lynch, Director of the Montana Aeronautics Commission gave a Commission operational report.

Officers re-elected for the coming year: Henry Wood of Gildford, President; Wayne Krueger of Reedpoint, Vice-President; Martha Baldwin of Polson, Secretary - Treasurer. The newly elected Queen was Iva Keister of Conrad and Janet Wood was named the Farmerette of the "Teens." Directors elected to 2 year terms were: Gordon Sands, Havre; Ermal Hansen, Fort Benton/Great Falls; Leonard Sorenson, Bozeman—Carry over Directors remaining on the Board are: Arnold Sorenson, Kremlin; Mort Mortenson, Circle; and Sam Langhus, Big Timber.

Luncheon

Approximately 40 persons attended the luncheon and enjoyed the "Wig Show" by Walt's Wig Palace in Great Falls. Numerous door prizes were awarded.

Afternoon

A tour of the RAPCON and SAGE Center at Malmstrom Air Force Base was well attended.

Coronation Banquet

The entertainment for the evening banquet was provided by an outstanding men's singing group called The Treasure Statesmen. The group is made up of Great Falls business and professional men and several military men stationed at Malmstrom AFB.



Officers and Banquet Speakers: Seated Lt. to Rt. Evelyn Kruger, Teen Advisor and past Montana Queen (not pictured, husband Wayne, Vice-President); President Henry Wood, Sec.-Treasurer Martha Baldwin and Ermal Hansen, Director. Standing Lt. to Rt. Arnold Sorenson, Director; Gordon Sands, Director, Charles A. Lynch, featured speaker and Sam Langhus, Director.



Seated Lt. to Rt. Queen Pat Rimby, International Queen Phyllis Drake and Evelyn Lockmiller. Standing Lt. to Rt. Anola Laing, Francis Markle, Lois Chisholm, Ellen Jane Anderson and Queen Betty Marshall.

The Master of Ceremonies was Tom Newcomb, Jr., Great Falls and Commission Director Lynch was the featured speaker. Mr. Lynch gave a brief resume of the current programs of the Commission and a look at the future planned programs. Some of which are based on the survey of TAP, Inc. of Bozeman. Mr. Lynch commented on the new film "Montana and Its Aircraft" soon to be

available for showings around Montana.

At this time there was a number of introductions including the presentation of two attending charter members of the Montana Flying Farmers, J. L. "Tuck" Barrett, President of the Great Falls Hangar of the MPA and Gordon Sands of Havre. Visiting dignitaries were:

International Queen, Phyllis Drake, Cheadle, Alberta

Francis Markle, Claresholm, Alberta

Gordon and Anola Laing, Claresholm, Alberta

Charles and Betty Marshall, Sheridan, Wyoming (Wyoming President and Queen).

Wallace and Evelyn Lockmiller, Clovis, New Mexico (Mr. Lockmiller is the new International Treasurer)

Ronald and Ellen Jane Anderson, Arlington, Colorado (Mr. Anderson is the new Regional Director and Ellen Jane was the 66/67 International Queen.)

Dayton and Lois Chisholm, Pierre, South Dakota (Mr. Chisholm is past IFF President).

Awards and Coronations

Henry Wood was presented with an award for Flying Farmer of the Year from last years winner, Sam Langhus.

Janet Wood received her crown as Farmerette of the coming year of the Flying Farmer's "Teens."

Iva Keister of Conrad received her crown, cape and bouquet of roses proclaiming her the FF Queen for 68/69. Assisting in the Queen Coronation were International Queen Phyllis Drake, Wyoming Queen, Betty Marshall and Montana's out-going Queen, Pat Rimby of Lewistown.



Happy Group following Queen Coronation: Seated Wyoming Queen Betty Marshall; Montana's new Queen, Iva Keister and IFF Queen Phyllis Drake. Standing Willy Rimby, Pat Rimby and Earl Keister.

The Convention Committee accomplished an excellent, well-planned convention. Members of the committee were Earl Keister, Chairman; Henry Wood and Mr. and Mrs. Baldwin of Polson.



New Farmerette, Janet Wood and 67/68 Farmerette Linda Langhus.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

STUDENT

Brooks, John R.—Great Falls
Houghton, Clarence R.—Bozeman
Gail, Coy L.—Cody, Wyo.
Tibesar, Cletus L.—Billings

PRIVATE

Brown, Lawrence E.—Yellowstone Park, Wyo.
Noble, Howard A.—Belt
Leslie, Hugh A.—Ennis
Zahnow, Vernon L.—Yellowstone Park, Wyo.
Kjos, Kristin A.—Kalispell
Swanberg, Chrisman L.—Kalispell
Wetzel, Raymond L.—Glasgow
Stewart, Caroline—Fort Benton
Cox, Ronald L.—Lolo
Preston, Leslie J.—Great Falls
Adolphson, Douglas W.—Great Falls
Thrasher, William P. Jr.—Stockett
Knoll, Vernon G.—Kalispell
Wester, Kenneth D.—Great Falls
Ruff, John A.—Belgrade
Boyd, Frank J.—Bozeman
Stablein, Charles A.—Bozeman
Mecklenburg, Gregory B.—Bozeman
Urbach, Daniel D.—Bozeman
Tiitola, Tuomas T.—Missoula
Sneberger, William J.—Missoula
Byington, K. Craig—Missoula
Thomas, Chester H. Jr.—Pendroy
Sherer, Roger L.—Mtn. Home, Ida.

Waddell, Constance J.—Helena
Thompson, Jack Wm., Jr.—Anaconda

Wilson, David L.—Lewistown
Schubert, Timothy T.—Lewistown
Frandsen, John A.—Billings
Johnson, Willard D.—Billings
Thompson, Ronald C.—Big Timber
Markusen, Bruce R.—Watford City, N.D.

Fruit, Vernon C.—Hardin
Torgerson, Gary L.—Sidney
Groskinsky, Albert H.—Sidney
Ridenour, James H., Jr.—West Glacier

Wagner, Marvin L.—Billings
Williams, Clifford L.—Billings
Sena, Charles J.—Great Falls
Hall, Ivan W., Sr.—Williston, N.D.
Harms, Leonard V.—Glasgow
Perey, Randall J.—Billings
Hildebrandt, Earl H.—Billings
Johnson, Lowell C.—Billings
Boles, Jeffrey S.—Hardin
Boles, Michael P.—Hardin
Ugrin, Gregory S.—Miles City

COMMERCIAL

McKenzie, William R.—Philipsburg
Ivey, Delbert G.—Great Falls
Christopherson, Leland P.—Havre
Stevenson, Willard W.—Buffalo, Wyo.
Hilling, Stanley C.—Cupertino, Cal.
Jones, Forrest E.—Billings
Anderson, Robert W.—Minneapolis, Minn.
Erickson, Ronald R.—Minneapolis, Minn.
Swanson, Richard E.—Minneapolis, Minn.
Walker, Stephen W.—Billings

INSTRUMENT

Barton, Charles H.—Bigfork
Newby, Paul G.—Bozeman
Kidd, William L.—Great Falls
Adkins, Ray N.—Missoula
Anderson, Robert W.—Minneapolis, Minn.
Erickson, Ronald R.—Minneapolis, Minn.
Swanson, Richard E.—Minneapolis, Minn.
Svendsen, Jon A.—Billings

MULTI-ENGINE

Palmquist, John A.—Great Falls
Lookabaugh, Romney L.—Bigfork
Wills, Robert L.—Whitefish
McCrary, Kenneth W.—Great Falls
Gustafson, Willard A.—Rudyard
Carson, Lee R.—Billings
Shatzer, Jerry R.—Gillette, Wyo.
Scranton, Francis L.—Powell, Wyo.
Newby, Paul G.—Bozeman
Graham, Gerald J.—Billings

Neafus, John E.—Billings
 Atlas, Courtney B.—Helena
 Thielen, John B.—Gillette, Wyo.
 Anderson, Robert W.—Minneapolis,
 Minn.
 Svendsen, Jon A.—Billings

SEA PLANE

Whitney, Arthur B. (Comm.)—
 Bigfork
 Ostrom, Logan R. (Private)—
 Kalispell

FLIGHT INSTRUCTOR

Lancaster, John W.—Missoula
 Wysel, James M.—Lewistown
 Anderson, Robert W.—Minneapolis,
 Minn.
 Erickson, Ronald R.—Minneapolis,
 Minn.
 Kelly, Michael J.—Bozeman
 Swanson, Richard E.—Minneapolis,
 Minn.
 Jenkins, Delbert W., III—Billings

FLIGHT INSTRUCTOR INSTRUMENT

Anderson, Robert W.—Minneapolis,
 Minn.
 Erickson, Ronald R.—Minneapolis,
 Minn.
 Swanson, Richard E.—Minneapolis,
 Minn.

BASIC GROUND INSTRUCTOR
 Foust, Jack W.—Kalispell

ADVANCED GROUND INSTRUCTOR

Kvamme, James L.—Missoula
 Nichols, Ralph—Wisdom
 Evankovich, Laurence P.—Butte
 Swanson, Richard E.—Minneapolis,
 Minn.
 Erickson, Ronald R.—Minneapolis,
 Minn.
 Anderson, Robert W.—Minneapolis,
 Minn.

INSTRUMENT GROUND INSTRUCTOR

Evankovich, Laurence P.—Butte
 McNeese, Kenneth E.—Billings
 Swanson, Richard E.—Minneapolis,
 Minn.
 Erickson, Ronald R.—Minneapolis,
 Minn.
 Anderson, Robert W.—Minneapolis,
 Minn.

ROTOCRAFT-HELICOPTER

Stradley, Roger I.—Belgrade
 Ford, James A.—Missoula
 Field, Richard N.—Denton

AIRFRAME MECHANIC

Williamson, Ralph C., Jr.—Helena

Huddleston, Herbert J.—Helena
 Christianson, Donald C.—Helena

POWERPLANT MECHANIC

Smalley, Bruce L.—Missoula

REPAIRMAN

Sedlock, Joseph A. (Specialized
 Services) Great Falls
 Simmons, Sidney D. (Specialized
 Services) Great Falls
 Atlas, Courtney B. (Airframe)—
 Helena
 Bortnem, Elmer B. (Specialized
 Services)—Great Falls

SENIOR PARACHUTE RIGGER

Lehfeldt, Dennis W.—(Back &
 Chest)—Ryegate
 Casey, Joseph M. (Back & Chest)
 —Minneapolis, Minn.
 Lindh, Jan L.—(Back & Chest)—
 Florence
 Walden, John W.—Republic, Wash.
 Hove, Larry D.—(Back & Chest)—
 Bozeman
 Lennon, Mark J.—(Chest Type)—
 Gladwin, Mich.

FLATHEAD COUNTY TERMINAL EXPANSION NEAR COMPLETION



Flathead County Airport Terminal Building. Dark portion to the right is the new addition.

Ray Hall, manager of the Flathead County Airport reports that the 800 square feet addition to the airport Administration Building is nearing completion. This new expansion will provide increased passenger service facilities.

The cost of the building extension was \$23,129 with Sandons Construction Company of Kalispell handling the work.

The jet fuel installation of Humble Oil Company will be completed in the immediate future.

FILM RELEASE NOTICE MONTANA AND ITS AIRCRAFT

Sponsored by
**MONTANA AERONAUTICS
COMMISSION**

Produced by FILM ORIGINALS

MONTANA AND ITS AIRCRAFT, a 16 mm, color, 28 minute film, is available for immediate distribution to civic organizations, pilot groups, TV showings and other interested club groups. A special announcement will be made to Montana Schools shortly after the first of the year for use in the classrooms at that time.

The film highlights the scenic splendor of Montana, season by season, and depicts the many recreational areas that may be enjoyed throughout the year. Glacier Park with its jagged peaks and glaciers and Yellowstone Park with Old Faithful and the bears are colorfully illustrated.

Airports, from the large air carrier stops with their thunderous jets to the small peaceful, backwoods recreational strips, are covered showing that a man may fly quickly to any part of the nation or spend a few days fishing in some remote area.

Yellowstone airport provides both. The terminal building located on Yellowstone Airport is modern yet, with its natural stone inside and out, blends in with the rugged area near the park. A sleek Boeing 737 jet will set you down and in less than an hour you can have a line in one of Montana's famous trout streams or be at a dude ranch ambling along on horseback.

Mercy flights, crop spraying, smoke jumping, flying ranchers, Montana's wildlife, rodeos, ranching and farming activities are a few of the scenes about Montana and its people.

Spring breakup—a term familiar to highway users—is also a problem with airports. This and the weight factor of the new jets is dramatically illustrated showing the necessity of updating our airports.

Federal and State agencies, local communities and flying groups, and hundreds of Montanans all helped in the completion of this film that was a year in the making.

AVAILABLE FROM:
**MONTANA AERONAUTICS
COMMISSION**
 P. O. Box 1698
 Helena, Montana 59601

FBI REQUESTS PILOTS AID

The Federal Bureau of Investigation is requesting that all Montana Pilots and their passengers, be on the lookout for two widely-sought fugitives suspected to be hiding in a Montana Wilderness or Backcountry Areas. Pilots noticing any suspicious persons or campgrounds should report immediately to the nearest FBI office.

The two fugitives are: Robert Bolivar DePugh, the acknowledged leader of the Minutemen, a secret extremist and anticommunist organization and Walter Patrick Peyson, reportedly a high-ranking official of the Minutemen. Both men are being sought by the FBI for conspiracy to commit bank robbery.



—(FBI Photo)

Robert Bolivar DePugh

Robert Bolivar DePugh is described as, white male age 45; height 5' 10" to 5' 11", weight 175-190, build medium; hair, brown, receding; eyes, brown; complexion medium; scars and marks, cut scar under lower lip; marital status, married.

Robert Bolivar DePugh, who has been employed as a chemist and draftsman, does not smoke and is not known to drink alcoholic beverages. When extremely nervous he coughs considerably. He usually wears business suits or conservative sports clothes and ordinarily stays in well-known motels when traveling. He is an expert firearms shot.

DePugh is reported constantly guarded by other Minutemen and in the past has been armed with pistols, rifles and hand grenades. It has been said that he keeps his associates "emotionally charged" and that they

will assist him in resisting arrest. DePugh should be considered armed and extremely dangerous!

Walter Patrick Peyson is described as: white male age 26; height 5' 7", weight 120-130, slender build; hair, black curly; eyes, brown; complexion, medium; scars and marks, scar on left temple.



—(FBI Photo)

Walter Patrick Peyson

Walter P. Peyson has been convicted of illegal possession of firearms, has been employed as a laborer and salesman. He reportedly carries a handgun and has access to other types of weapons, including hand grenades. Peyson should be considered extremely dangerous.

Janet Stephanie Taylor may be in the company of DePugh and Peyson. She is described as follows: white, female, age 17; height 6'1"; hair, black, long; build, well built.

Both men have been reported as having traveled in both Montana and Idaho. They may seek air transportation particularly to remote areas!

REMEMBER — REPORT ANY INFORMATION IMMEDIATELY TO THE NEAREST FBI OFFICE. BOTH MEN ARE CONSIDERED ARMED AND DANGEROUS.

The October meeting of the Montana Aeronautics Commission was held in Great Falls on October 16 and 17.

Through arrangements made by Chairman Ted Cogswell of Great Falls, the Commission members and attending staff members attended the Open House at Malmstrom AFB and the performance of the Thunderbirds, the official aerial acrobatic team of the U.S. Air Force.

FAA INSPECTORS' CORNER



By **Lauren D. Basham**
GA Operations Inspector
GADO No. 9

WHY AN ACCIDENT

Webster defines an accident as "An unfortunate occurrence or mishap." In aviation circles, an accident can and often does result from either planned or unplanned actions. Some accidents occur in exaggerated slow motion while others may occur in a fantastically short interval of time.

Current statistics indicate that 93 percent of pilot fatalities occur in that first accident, while 94 percent of the pilots survive the second accident and 99 percent survive the third. Any way we look at it, the odds are rather elusive so why not play the game in such a manner that we never reduce our safety variables to the danger point.

The subject of "Flight Safety" has become a very popular one while "Safety of Flight" remains elusive to many. Whose safety are we worried about? Yours and mine—mostly. Self preservation is one of the strongest instincts of human species. Right here is where we need to establish one indisputable fact—"Safety is a state of mind—a devotion to faultless operational procedure with a generous helping of self discipline thrown in for good measure."

An accident is the final link in a chain of events that may have started moments, months or even years before. Every accident from the "fender bender" to the "fatal" has a "probable cause," a chain of events leading up to the last moment of control or the last realization that eternity is less than one breath away.

The general qualifications for an airplane pilot certificate require of the applicant a certain combination of experience, knowledge, judgment and skill. The casual factors of an accident generally indicate that the pilot found himself in environmental conditions which required more experience, knowledge, judgment and skill than he possessed at that given moment.

Let's take an example—a private pilot with 500 hours, flying a tricycle gear aircraft which here shall be

nameless—"During the landing roll, on a runway in a direct crosswind, which was gusting to 25 knots, the right wing lifted. The pilot said he was unable to obtain braking from the right wheel because of this and the plane veered to the side of the runway, struck a snow bank and nosed down." Investigation indicated that the surface wind velocity at the time of the accident had prevailed much of the day preceding the accident. The accident occurred at the end of a cross country pleasure flight.

Probable Cause: 1. Loss of directional control caused by adverse wind conditions.

2. Inadequate flight preparation.

How many who read this will believe that the pilot's failure to maintain lateral control was what really started the trouble. Look at it this way—if the right wing lifted, then at that moment the wind most assuredly was from the right. Further, assume that the pilot responded by standing on the right rudder to make the wing come down. The point here is that the proper procedure in the air may not be the proper procedure on the ground. Then a basic fact—currently certificated aircraft need only to withstand a side load of 20 percent of VSO which places our pilot way out on a limb.

Another example—the pilot of mechanical aptitude who attempted to force performance from his aircraft by a premature lift off at a high density altitude and with a false horizon which almost always exists in mountainous terrain.

Probable Cause: Pilot failed to attain adequate airspeed for take off under existing conditions.

Could we not say that the pilot was unaware of the forces at work on the airplane or unprepared for flight in these environmental conditions?

Statistics indicate that the type of accident in the first example is generally survivable, in the second fatal. In conclusion, we can readily see that an aircraft is not the most difficult machine in the world to bend. It is a machine that operates in a dimension that is relatively new to man and finally that it is the pilot who does not **Know—Think and React** in accordance with his environmental situation whose name precedes the words—PROBABLE CAUSE.

PINCH HITTER COURSE SPONSORED BY THE 99'S



Pinch-Hitters—Lt. to Rt. Nancy Davis, Lucel Elliot, Sylvia Boatwright, Sherry Bollard, Kathy Nyhus, Gladys Rosenthal, Carol Noyes, Leah Bollard, Margaret Tingey and Larry Rath. (Kay Widmer Photo.)

The Bozeman 99's sponsored an AOPA Pinch Hitter Course which began on October 13th. All materials were furnished by the AOPA Foundation.

The Pinch-Hitters completed four hours of ground school followed by four hours of flight instruction. They were instructed how to fly straight and level; how to use the radio; how to read charts, in order to be able to find the nearest airport; and how to "arrive" at a safe landing. Whenever possible Pinch-Hitters are encouraged to navigate for the pilot while in flight.

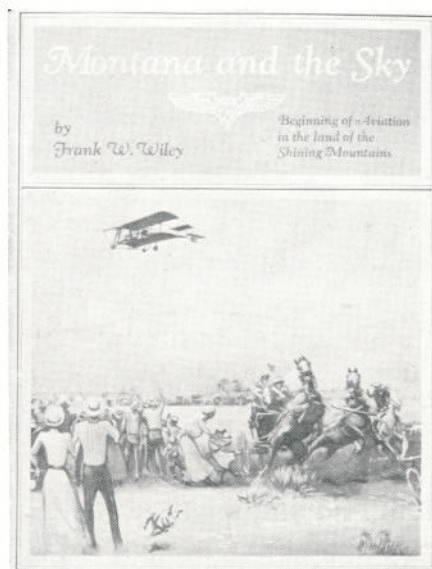
Instructors for the ground school

and the flight portion of the course were Al Newby and Dick Rundell of Flight Line, Inc. Gallatin Field.

Pinch-Hitters completing the course were: Nancy Davis, Lucel Elliot, Sylvia Boatwright, Sherry Bollard, Kathy Nyhus, Gladys Rosenthal, Carol Noyes, Leah Bollard, Margaret Tingey and Larry Rath.

The 99's sponsoring the course were: Kay Widmer, Patty Ecton, Winifred Lovelace and Dorothy Sabo.

Another "congratulations" for our 99's for their continuing effort in promoting aviation and aviation safety in Montana!



GIFT SUGGESTION

For the pilot, aviation interested friend or Montana history enthusiast on your Christmas list, send—"Montana and the Sky."

Montana and the Sky, by Frank W. Wiley, is the authentic history of western aviation events and pioneer pilots combined with over 200 rare aviation photographs.

STANDARD EDITION \$10.00 COLLECTORS EDITION \$50.00. Checks should be made to: The Montana Historical Society.

Send your order to:

The Montana Historical Society
225 North Roberts
Helena, Montana 59601

GILLIS AVIATION OPENS ELECTRONICS CENTER

Gillis Aviation announces the installation of an Electronics Center designated a Certified Station by the Federal Aviation Administration (No. 3448).

Mr. James Nelson will manage and operate the new electronic facility. Mr. Nelson's electronic experience began in 1946 with the Naval Aviation Electronics School in Corpus Christi, Texas. He spent 20 years with the Marine Corps and had additional training, installation and servicing experience on a variety of equipment including VHF Comm, ADF, Marker Beacons, TACAN, Transponders, VDR, ILS and several types of Radar systems. Jim worked for the Flying Tiger Airlines as a Senior Radio Mechanic converting surplus aircraft radio equipment for use by the airline.



James Nelson, manager and operator of new Electronic Center, Gillis Aviation.

The radio shop is equipped with all new electronic testing equipment and will provide complete service for Communication radios; Navigational radios; DMC and Transponders.

Airport Owners and Managers are requested to: Please send corrections and additions for the Airport Directory revisions within the next two weeks to: Montana Aeronautics Commission, Box 1698, Helena, Montana 59601.

REMEMBER—Your engine can collect carburetor ice under moist air conditions, even though the temperature is well above freezing!

MONTANA FLIGHT SCHOOLS APPROVED FOR GI FLIGHT TRAINING

AS OF OCTOBER 31, 1968

NAME	ADDRESS	APPROVED COURSES
Bass Mooney	P. O. Box 161 Lewistown 59457	Commercial SEL & MEL Instrument SEL & MEL Airplane Multi-Engine Land Flight Instructor SEL & MEL
Boles Aviation	Hardin 59034	Commercial SEL Instrument SEL Flight Instructor SEL
Butte Aero Sales	Box 3043 Butte 59401	Commercial SEL Flight Instructor SEL
Combs Airways Inc.	Logan Field Billings 59101	Commercial SEL & MEL Instrument SEL & MEL Airplane Multi-Engine Land Flight Instructor SEL & MEL
Gallatin Flying Service	Box 125 Belgrade 59714	Commercial SEL Instrument SEL Flight Instructor SEL
Gillis Aviation-Ox Bow Ranch	Logan Field Billings 59101	Commercial SEL & MEL Instrument SEL & MEL Multi-Engine-additional rating Flight Instructor SEL & MEL Instrument Flight Instructor SEL & MEL
Glacier View Skyways	Box 252 Kalispell 59901	Commercial SEL Flight Instructor SEL
Hamilton Aviation	Box 1114 Missoula 59801	Commercial SEL Flight Instructor SEL
Herrod Aviation	Logan Field Billings 59101	Commercial SEL & MEL Instrument SEL & MEL Airplane Multi-Engine Land Flight Instructor SEL & MEL Instrument Flight Instructor SEL & MEL
Holman Aviation	Box 2228 Great Falls 59401	Commercial SEL & MEL Instrument SEL & MEL Airplane Multi-Engine Land Flight Instructor SEL & MEL
Johnson Flying Service	Box 1366 Missoula 59801	Commercial SEL Instrument SEL Flight Instructor SEL Helicopter-additional rating
Lynch Flying Service	Logan Field Billings 59101	Commercial SEL & MEL Instrument SEL & MEL Flight Instructor SEL & MEL
Morrison Flying Service	Municipal Airport Helena 59601	Commercial SEL Instrument SEL Flight Instructor SEL

Northern Aviation	Box 2464 Great Falls 59401	Commercial SEL & MEL Instrument SEL & MEL Airplane Multi-Engine Land Flight Instructor SEL & MEL
Northwest Mooney	800 32nd St. So. Great Falls 59401	Commercial SEL & MEL Instrument SEL & MEL Airplane Multi-Engine Land Flight Instructor SEL & MEL Instrument Flight Instructor
Sky Harbor Enterprises, Inc.	Logan Field Billings 59101	Commercial SEL & MEL Instrument SEL & MEL Multi-Engine-additional rating Flight Instructor SEL & MEL Instrument Flight Instructor Helicopter Commercial Helicopter-additional rating Helicopter Flight Instructor
Skycraft	Box 614 Lewistown 59457	Commercial SEL Instrument SEL Flight Instructor SEL
Missoula Skyflite, Inc.	Box 540 Missoula 59801	Commercial SEL Flight Instructor SEL
Strand Aviation	Box 166 Kalispell 59901	Commercial SEL & MEL Instrument SEL & MEL Flight Instructor SEL & MEL
Wokal Flying Service	Box 468 Glasgow 59230	Commercial SEL Instrument SEL Flight Instructor SEL

On the Legal Side

Order E-4

MAC Docket No. 4

STATE OF MONTANA AERONAUTICS COMMISSION HELENA, MONTANA

APPLICATION OF COMMUTE AIR, INC. FOR MODIFICATION OF TARIFF

INITIAL DECISION OF WILLIAM STERNHAGEN, HEARING EXAMINER

Served: October 14, 1968

(*) This initial Decision is rendered pursuant to the authority delegated to examiners by the Commission. It becomes effective as the final order of the Commission 30 days after service thereof unless a petition for discretionary review is filed within 25 days after service thereof, or the Commission issues an order within said 30-day period to review upon its own initiative. If a petition for discretionary review is timely filed or action to review is taken by the

Commission upon its own initiative, the effectiveness of this Initial Decision is stayed until further order of the Commission. (Sec. 7-403, MAC Regs.)

Order E-4

STATE OF MONTANA AERONAUTICS COMMISSION HELENA, MONTANA

Docket No. 4

ORDER

A full public hearing having been held in the above-entitled proceeding, and the Examiner, upon consideration of the record, having issued an Initial Decision containing his findings and conclusions, pursuant to authority delegated to hearing examiners by the Commission, which Initial Decision is attached hereto and made a part hereof,

IT IS ORDERED:

(1) That the proposed fares of COMMUTE AIR, INC., in the amount of \$14.00 between Spokane, Washington, and Libby, Montana, and in the amount of \$21.55 between Spokane, Washington, and Missoula, Montana, are hereby approved and the Applicant is hereby granted authority to

change the fares and its tariff accordingly.

(2) That this Order shall become effective as the final order of the Commission on the 31st day after the date of service of this Order, and the Initial Decision attached hereto, unless a petition for discretionary review is filed within 25 days after service hereof, in accordance with the rules and regulations of the Commission, or the Commission issues an order to review upon its own initiative. If a petition for discretionary review is timely filed, or if action to review is taken by the Commission upon its own initiative, the effectiveness of this Order shall be stayed until further order of the Commission.

WILLIAM G. STERNHAGEN
Hearing Examiner

Issued Pursuant to
Order No. E-3

STATE OF MONTANA AERONAUTICS COMMISSION HELENA, MONTANA CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY COMBS AIRWAYS, INC.

is hereby authorized, subject to the provisions hereinafter set forth, the provisions of Sections 1-322 through 1-324, R.C.M., 1947, and the orders, rules and regulations issued thereunder, to engage in commercial, scheduled air transportation as a common carrier of passengers and freight within the State of Montana, as follows:

(1) **Between the terminal points, Billings, Montana, and Lewistown, Montana.**

The exercise of the privileges granted by this Certificate shall be subject to such other reasonable terms, conditions, and limitations required by the public interest as may from time to time be prescribed by the Commission, and subject further to continuous operation of at least one round trip per day throughout each year.

This Certificate shall be effective on October 11, 1968.

IN WITNESS WHEREOF, the State Aeronautics Commission of the State of Montana has caused this Certificate to be executed by the Director of the Commission, and the Seal of the Commission to be affixed hereto on this 11th day of October, 1968.

CHARLES A. LYNCH
Director

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

P. O. Box 1698

Helena, Montana 59601

Address Correction Requested



NOVEMBER, 1968

**BULK RATE
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Permit No. 2**